

## TBL 10-1-1

**Helicopter Use of Standard Instrument Approach Procedures**

<b>Procedure</b>	<b>Helicopter Visibility Minima</b>	<b>Helicopter MDA/DA</b>	<b>Maximum Speed Limitations</b>
<b>Conventional (non-Copter)</b>	The greater of: one half the Category A visibility minima, $\frac{1}{4}$ statute mile visibility, or 1200 RVR	As published for Category A	The helicopter may initiate the final approach segment at speeds up to the upper limit of the highest Approach Category authorized by the procedure, but must be slowed to no more than 90 KIAS at the MAP in order to apply the visibility reduction.
<b>Copter Procedure</b>	As published	As published	90 KIAS when on a published route/track.
<b>GPS Copter Procedure</b>	As published	As published	90 KIAS when on a published route or track, EXCEPT 70 KIAS when on the final approach or missed approach segment and, if annotated, in holding. Military procedures are limited to 90 KIAS for all segments.

**NOTE—**

Several factors affect the ability of the pilot to acquire and maintain the visual references specified in 14 CFR Section 91.175(c), even in cases where the flight visibility may be at the minimum derived by TBL 10-1-1. These factors include, but are not limited to:

1. Cockpit cutoff angle (the angle at which the cockpit or other airframe structure limits downward visibility below the horizon).

2. Combinations of high MDA/DH and low visibility minimum, such as a conventional nonprecision approach with a reduced helicopter visibility minima (per 14 CFR Section 97.3).

3. Type, configuration, and intensity of approach and runway lighting systems.

4. Type of obscuring phenomenon and/or windshield contamination.